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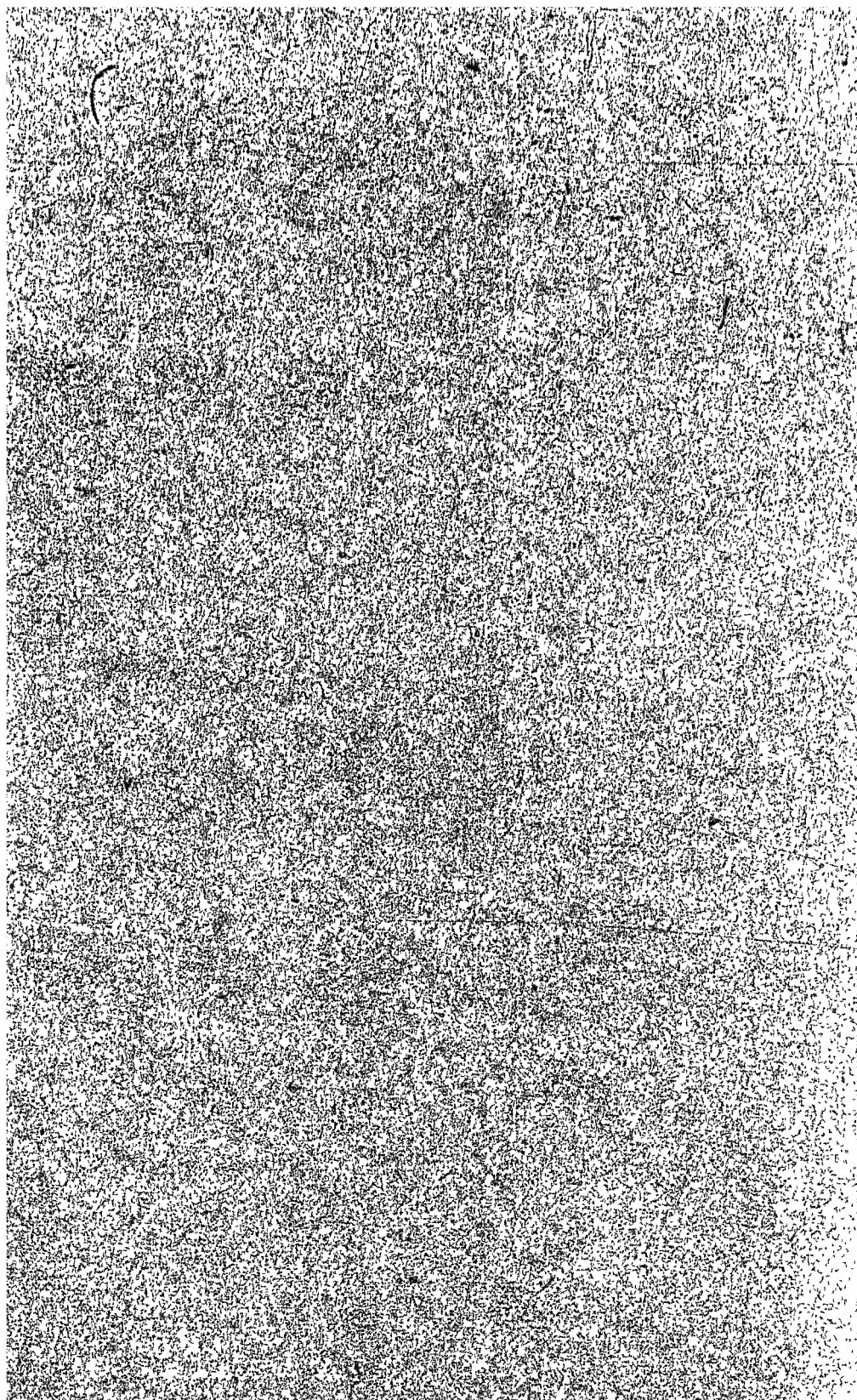
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Prince Albert

CITY OF PRINCE ALBERT





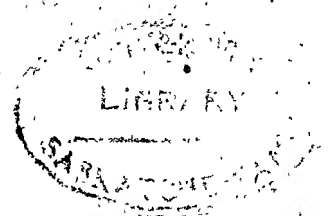
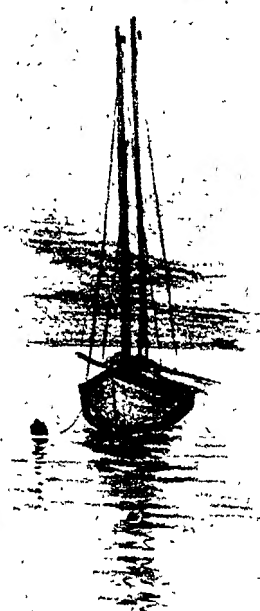
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Prince Albert

PRINCE ALBERT



"Europe's Easiest Way"

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21-5-25



PUBLISHED BY AUTHORITY OF THE PRINCE ALBERT
BOARD OF TRADE, PRINCE ALBERT, SASKATCHEWAN
MAY, ONE THOUSAND NINE HUNDRED AND TEN



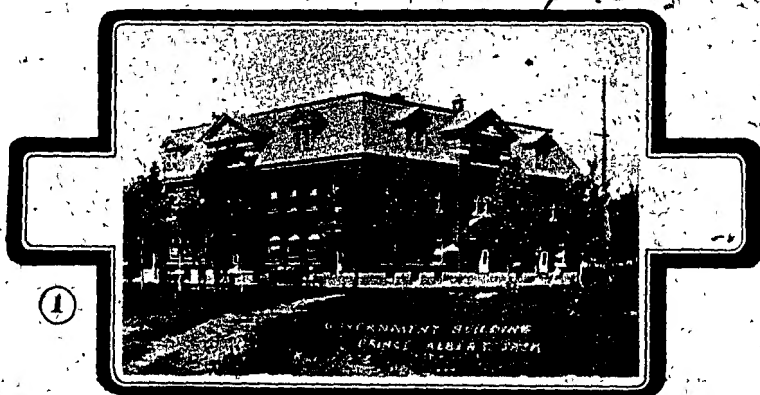
The Saskatchewan River at Prince Albert

Firstly

BE IT stated that the Old Timers of the bygone generations, those sturdy pioneers, who blazed their paths through the wilderness, who endured hardships and perils almost beyond human ken, were the men who really laid the foundation stones of the country. Consciously or unconsciously, they dug deep for their pillars, and upon their foundations is being raised the fabric we call Canada, a nation we are proud to believe will in a few years rear her head the peer of any kingdom on earth. It was necessary that these pioneers should have bases from which to work, where they could make their headquarters; whither they could return. It is interesting to note—more, it is a tribute to their foresight—that the points they chose between the Great Lakes and the Rocky Mountains, are now on the way to be three of the big cities, not only of all Canada, but of the American continent. The three points are Winnipeg, Edmonton and Prince Albert. The first two stand out today as the biggest cities of the West, and if you will read this little book you will learn how Prince Albert, the spot chosen by the pioneers of old as the base for that huge country we call Saskatchewan, is even now fulfilling in an equal way her great destiny; a destiny which will sooner than you may expect see her second to none in the Dominion.

Oh, Be in Time!





The City is Building Up Rapidly

Of Location

IF YOU will turn to the map of Western Canada, at the end of this book, you will see Prince Albert very near to the centre. It lies, as a fact, about 500 miles west of Winnipeg, 300 miles north of the United States boundary line, and about 500 miles east of the Rocky Mountains. It is a little to the south of the middle of the Province of Saskatchewan, and it is the most northerly of the province's quadrilateral of cities.

Saskatchewan is the name given to the more easterly of the two new provinces which were in 1905 created out of the old North West Territories. It has an area of about 260,000 square miles, of which more than half lies to the north of a line drawn through Prince Albert, and forms, therefore, Prince Albert's distributing territory. Prince Albert then can be said to have as a distributing area a country of about 140,000 square miles. At a point a few miles south of the city commence the fertile plains of the Saskatchewan Valley, into which is pouring such a volume of settlement as to attract attention from the rest of the civilized world. The population of Saskatchewan today is about 400,000. The province in the year 1909 raised per head of every man, woman and child about 500 bushels of grain; 90 million bushels of wheat; 110 million bushels of oats, to say nothing of coarser grains. At present it is estimated that one-tenth of the arable surface of the province has been brought under cultivation, which will give some idea of its immense power for development, and of the enormous wealth which must, as soon as the Hudson Bay railway is completed, pay tribute to Prince Albert.

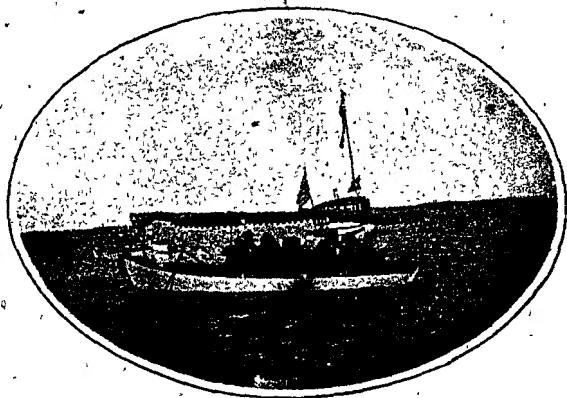
Immediately surrounding the city are a number of small and extremely prosperous settlements, where Prince Albert wholesalers are already doing a thriving business. As the railroad lines increase, the number of these will be added to. Even now a number of small villages are springing up ahead of the various roads. The site itself is on the south bank of the Saskatchewan River, that stately stream which will, in years to come, equal the Mississippi as a national highway of traffic. The area of Prince Albert is about three square miles, and its population is today about 7,000. Back of the river, at a distance of about half a mile, is an elevation of some 200 feet; the



Crops are very sure in the Prince Albert District

"Hill" it is called, upon which are going up rapidly some of those residences which will, in years to come, make Prince Albert known as the City of Beautiful Homes.

From a point of vantage on its wooded slope it is possible to get a birdseye view of the north country, as it lies spread out like a map stretching away to the farthest horizon, a variegated mass, in the sunlight, of shaded green; changing as the woods merge from poplar into spruce, and from spruce into pine. For sheer picturesqueness of location there is no city in Western Canada that can compare with Prince Albert. Gone is the bare, bleak isolation of the prairie town; gone are the scorching winds as from Sahara; gone are the blinding, death-dealing blizzards, which come as a terror by day in the bitter chill of winter. But a day in June is not more rare than a summer's day in Prince Albert, with the sunlight on the river, with the breath of heaven coming from the pines, and that spirit of happiness and optimism in the air which is surely the mark of a prosperous and contented people.

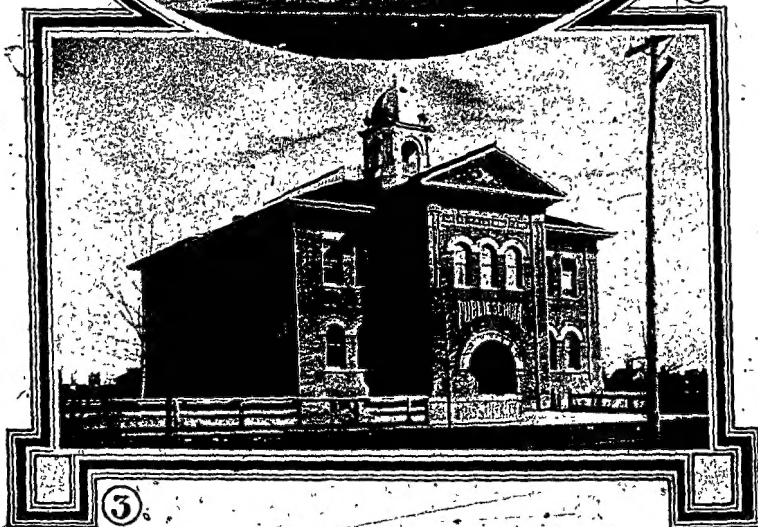




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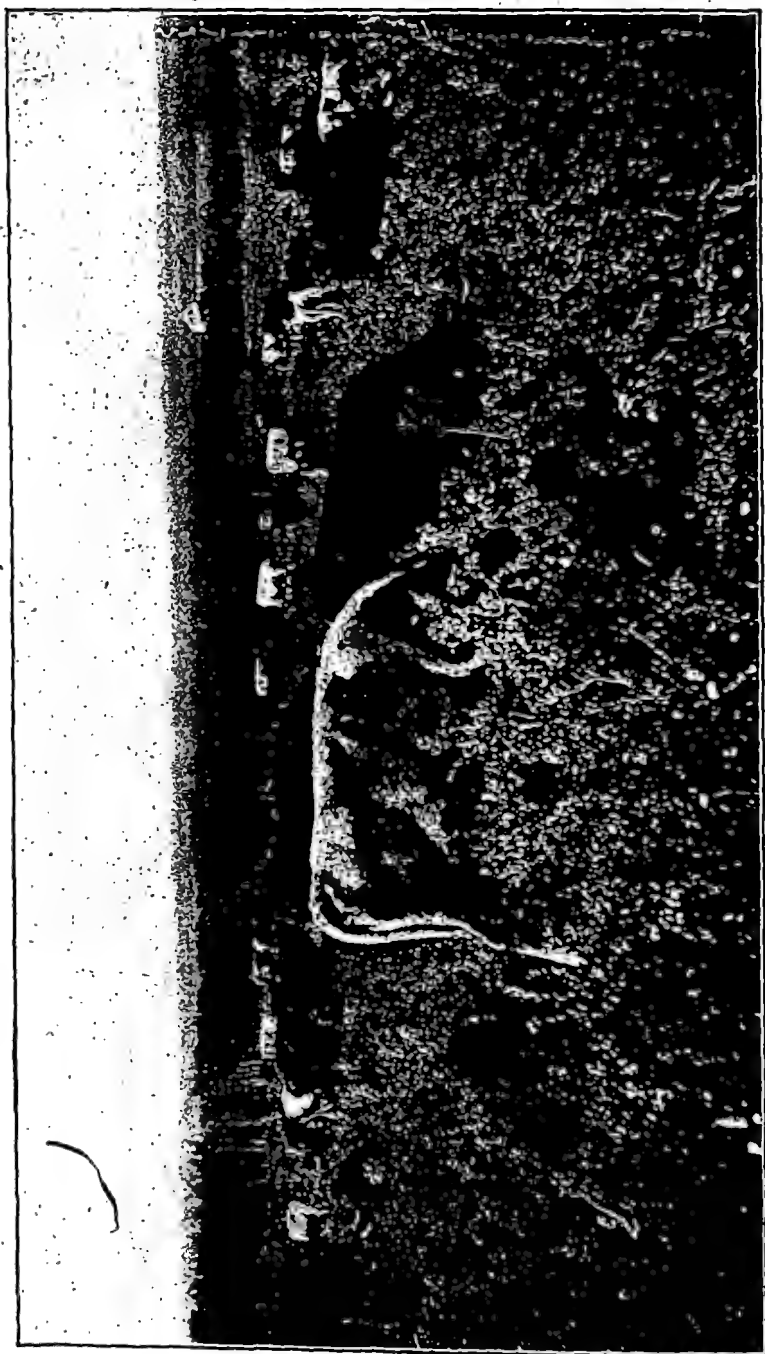
Prince Albert is a Growing Educational Centre; High School, Separate School, Public School

Of Then and Now

IT WAS in the year of grace 1866 that the first white settler drifted down the Saskatchewan in a canoe and landed on the spot that is known to-day as the city of Prince Albert. This man was the Rev. James Nesbitt, a Presbyterian Missionary, and it is in a way fitting that the first settler should have belonged to that devoted band who have done so much to teach the Red Man. Further, it is worthy of note that in after years what was first only a small missionary settlement has grown into the headquarters of two of the largest dioceses in the West.

It is a long journey in the history of the prairie provinces from 1866 to the present day, and it is therefore not surprising that the growth of Prince Albert settlement was for a long time slow in the extreme. Not till 1885 did the settlement become incorporated into a town, and not till 1905 was it incorporated as a city. In 1906, at the time of the census, the population was given as 3,005; the past four years have seen wondrous change in the growth of the city. The reason for this slowness, if steadiness, of growth, is not really hard to seek. It was not, of course, to be expected that prior to 1896 any material progress of a startling nature was to be looked for; but still since the Saskatchewan Valley movement started it was reasonable to expect that Prince Albert might have grown almost as fast as some of her southern neighbors. However, it must always be borne in mind that migration tends to pursue the line of least resistance. It is not surprising that the immigrants preferred the bare prairie, which could be easily broken up, to the richer but more bushy soil of the Prince Albert district. And as the growth of a city depends entirely, up to a certain point, upon density of settlement in the surrounding country, the increase in population in the city of Prince Albert has for that reason been inevitably slower than that in some of the newer cities of the plain.

But, if slow, this growth has been substantial and solid. The farmers not living on the prairie went in for the more sure occupation of mixed farming, and, never running risks of total loss from droughts, early frosts or hot winds, they have, almost without exception, built up a competence and in many cases much more than that. It is only in the two last years that with the filling up of the prairie there has come a greater demand for free homesteads in the fertile Prince Albert district, and the consequent more rapid growth of the population in the city of Prince Albert.



Prince Albert District is the Ideal Home of Mixed Farming

Were the growth of the city dependent entirely upon the filling up of the farming districts, it would have been far slower still. Farming, however, has in the past been but one source of the prosperity of the city, and while it is likely to be as important as any of them in the future, it is well to take note, at this stage, of one of the others. The main reason why the city of Prince Albert has been built up on so solid a base lies in the fact that it is not dependent upon one source of revenue alone. There is tributary to the city an area of timber whose extent has never been really defined with accuracy, but even now it gives employment to some 1,500 men all the year round, and it is to this that a large portion of the city's prosperity is due.

With the growth of the population have come in their regular course those public institutions and improvements which are the mark of a progressive community. In 1905 a start was made on the installation of a sewer and water works system, which now covers pretty well the entire business and residential section. The city has for some time owned and operated its own electric light plant, a most profitable institution, which not only provides the residents with cheap illumination but also lights the streets with the most approved style of arc light. Reference has been made to the fact that Prince Albert is the headquarters of two large dioceses. These are the Anglican Diocese of Saskatchewan and the Roman Catholic Diocese of Prince Albert. Other religious denominations are well represented here, the Presbyterian community having erected a fine church with a seating capacity of over 600 during the past three years, while the Methodists, Baptists and Lutherans also claim their many followers and there is in addition a band of those unselfish workers, the Salvation Army. The rising generation has not been forgotten either in the upbuilding of the city, and there are few communities of its size in the West which boast of so comprehensive a list of educational institutions as the city of Prince Albert. They comprise two public schools, a separate school, a Collegiate Institute erected last year at the cost of nearly \$100,000, a Ladies' College and a Convent. These institutions are all in a singularly flourishing condition, and it is but a matter of a few months before their capacity must be increased. Corrective institutions as well as educational find their place here, and Prince Albert is the site of the Provincial Jail, as well as a new Penitentiary, which is now well under construction. The city is also the seat of the R.N.W.M.P. barracks, being the headquarters for Division F, which embraces a large area of the province and the northland.



Prince Albert is Well in the Corn Belt

Of Natural Advantages

IF THERE be anything in the old adage anent the folly of all one's eggs being in one basket, then Prince Albert is indeed among the fortunate of this earth. For it will be shown that not only has she abundant eggs but abundant baskets as well. Reference has been made to the early pioneer, who picked out Prince Albert as his base of operations. Something has also been said of the farmer who settled in this section, and also of the lumberman, who has done a great deal towards the building up of the city, and so it is natural at this point to consider briefly with what Prince Albert has been endowed by nature. It is a rich dowry this, and one which, not unnaturally, causes others less fortunate to cast envious eyes upon its possessor. Take them in order. The pioneer dealt mainly in furs; he traded with the Red Man, just as pioneers have traded since the world began. It is probable that furs will be brought into Prince Albert for a long time, although in diminishing quantities. As the tide of settlement sweeps forward, naturally the wild animals tend to retreat. Even now some of the skins come in from over 1,000 miles north, a fact which will give cause to think of the immense country which lies tributary to the city. Timber has given employment in Prince Albert for a long time. At present there are operating here three big companies, whose cut next winter will be in the neighborhood of a hundred million feet. They will give employment to not less than 2,000 men. It must be borne in mind that this is only one aspect of the timber business. These mills only cut the spruce; they do not touch the tamarac or the hundreds of thousands of acres of poplar. There is a large cordwood industry here, which operates mainly in jack pine, but its scope is comparatively limited. Comes next the soil. It is a fine soil—good enough to raise the wheat which won the championship of all Western Canada in 1909. But underneath the surface there is just as valuable an asset for the city; there is clay, good clay. There are four brickyards here, working night and day turning out the best looking building brick in Western Canada. Then there is limestone, pretty good limestone, too, and there is sand, the best building sand anywhere in the West, nearly 90% pure silicon, and the time will come when, because of that, the tall stacks of glass factories will be belching forth black smoke from the banks of the Saskatchewan.

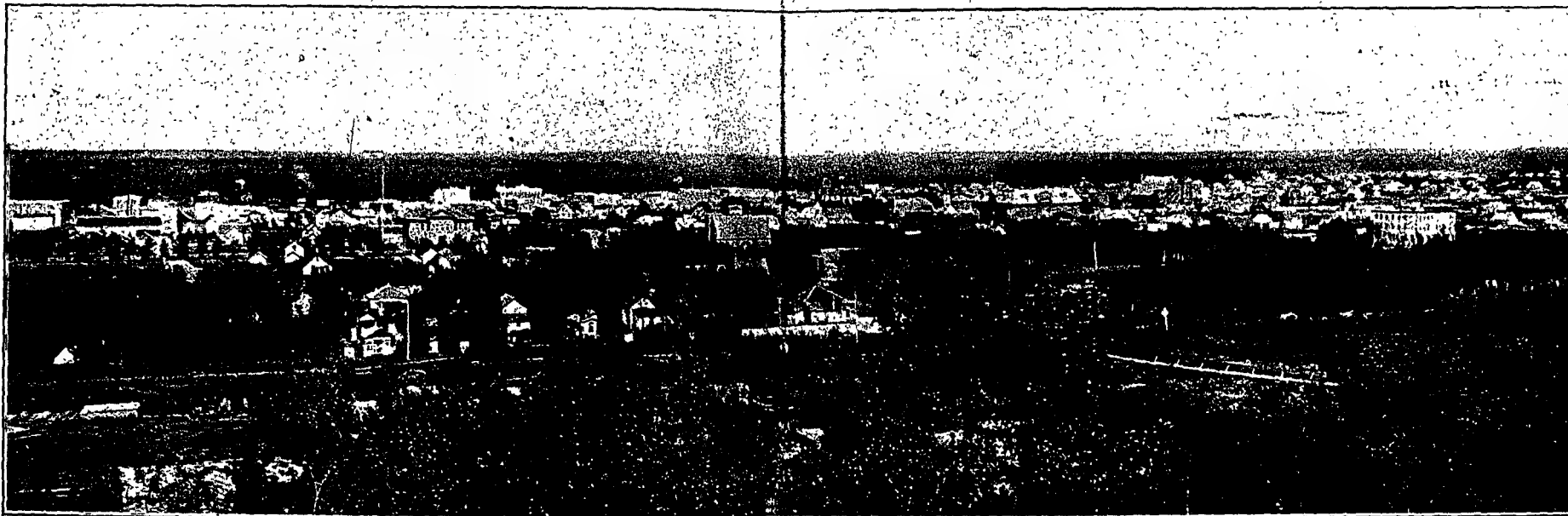


There are Hundreds of Miles of Spruce Like This Close to Prince Albert

Prince Albert can raise wheat, but yet it is not a mere wheat country. It is idle to say it is. There is no opportunity here for that sapping of the products of the soil and the ruining of the richness of the land, which is the staple industry of the prairie. The land is ideally adapted for that kind of cultivation which is the theme of every agricultural expert and teacher in America—mixed farming. The land is rolling, it is well watered, with plenty of hay, and there is wood scattered over it, making ideal shady spots for cattle to rest. The soil is very fertile, and this, with the mildness of the climate, makes Tomatoes, Cucumbers and Turner Raspberries all ripen well in the open. Most important of all, there is in Prince Albert a magnificent market for all the products the farmer can raise. The lumber camps require meat and vegetables for their men, oats and hay for their horses; so do the railroad camps, and so do the dwellers of the prairie, whose farms do not raise enough vegetables and meat for their own consumption.

Beyond the timber belt lies the mineral country, destined to be a most potent factor in the building up of the city. The extent and value of this belt has never really been ascertained, but it is worthy of note that the formation is, precisely the same as at Cobalt, and that such surface samples as have been assayed show in paying quantities gold, silver and copper, while one very rich claim of nickel has also been discovered. This country lies to the northeast of the city and is readily accessible by water all the way.

But perhaps as important as any of the good things with which Prince Albert has been endowed is the water power, by harnessing which electric energy can be sold in the city at about \$20 a year per h.p., assuredly the cheapest power in Western Canada. In the not very distant future there will be in this Western Canada a population that will consume the entire output of any manufactory that can be erected in the Western Provinces today. There will be a great demand for this power at Prince Albert before very long, and it is going to be a wondrous factor in the upbuilding of the city, but of this more later. Then, too, there are Prince Albert's transportation facilities, joining supply with demand. There is Prince Albert's situation in regard to her neighbors, the closeness of producer to consumer. The city is connected with every part of the West by almost an air line to each point of the compass. To Western Saskatchewan and Alberta there is a short line by Battleford; to Eastern



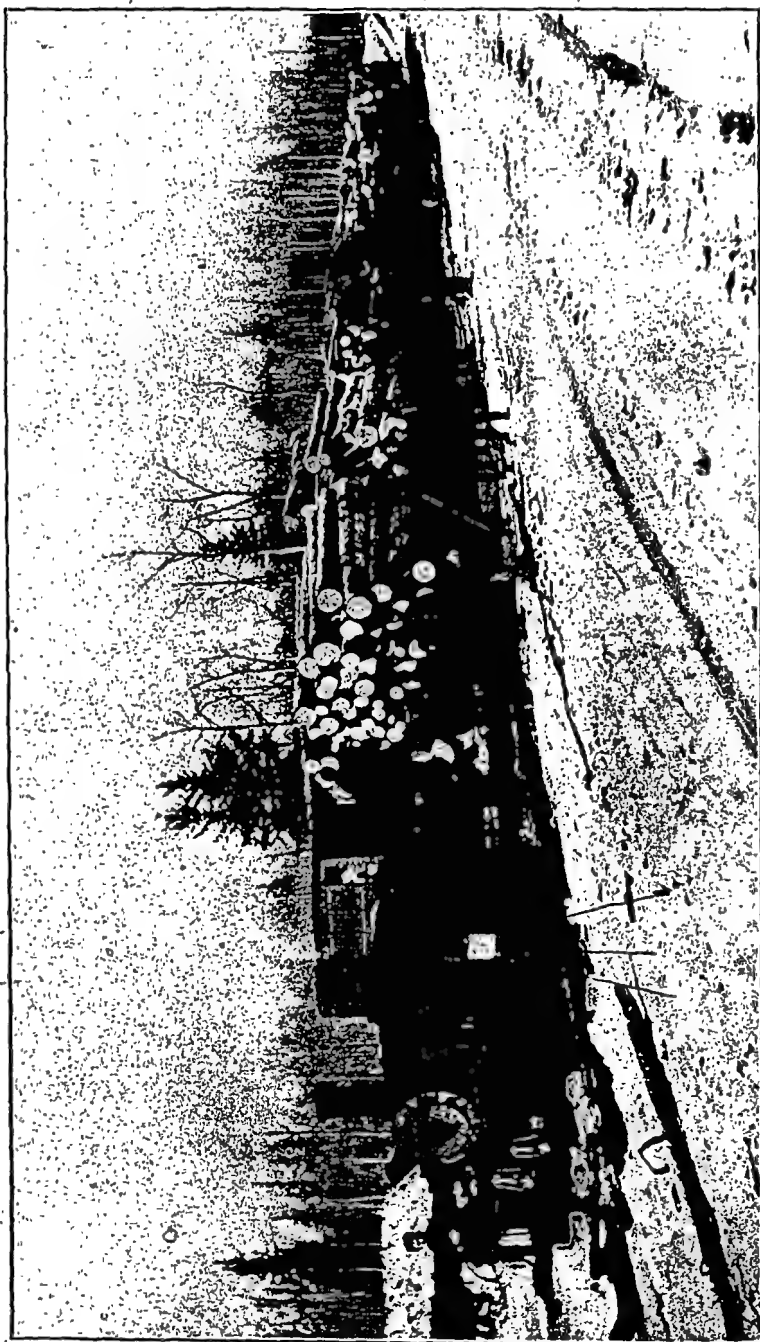
Picturesque Prince Albert, from "The Hill"

Saskatchewan there is a short line by Melfort; to Southern Saskatchewan there is a line by Saskatoon and Regina, and next year there will be a line to Western Saskatchewan by the G.T.P. and Eastern Saskatchewan by the C.P.R., and even now operations are starting on the Hudson Bay road, the outlet of Western Canada to Europe. Added to this there is the river, a splendid navigable stream which, unless all signs are wrong, will be equal to the Mississippi or the Missouri as a highway of commerce. And lastly, and perhaps the most important of all, is the city's own site, on the shaded sloping banks of the river, a healthful, beautiful locality for a city, a site that is capable of containing a population of 100,000 without overcrowding.

One may well say, then, that the most outstanding feature about Prince Albert is her infinite variety. It is a variety that augurs well for the future, for should one section fail there is always another to take its place. If a bad year for the farmer, it does not follow that it is a bad year for the lumberman. If it is a bad year for the

lumberman, the miner may well be developing untold wealth. Should the mine not yield its expected increase then the fisherman or the trader may, notwithstanding, be prosperous. Can you point to any other city in the West that has the same boast?

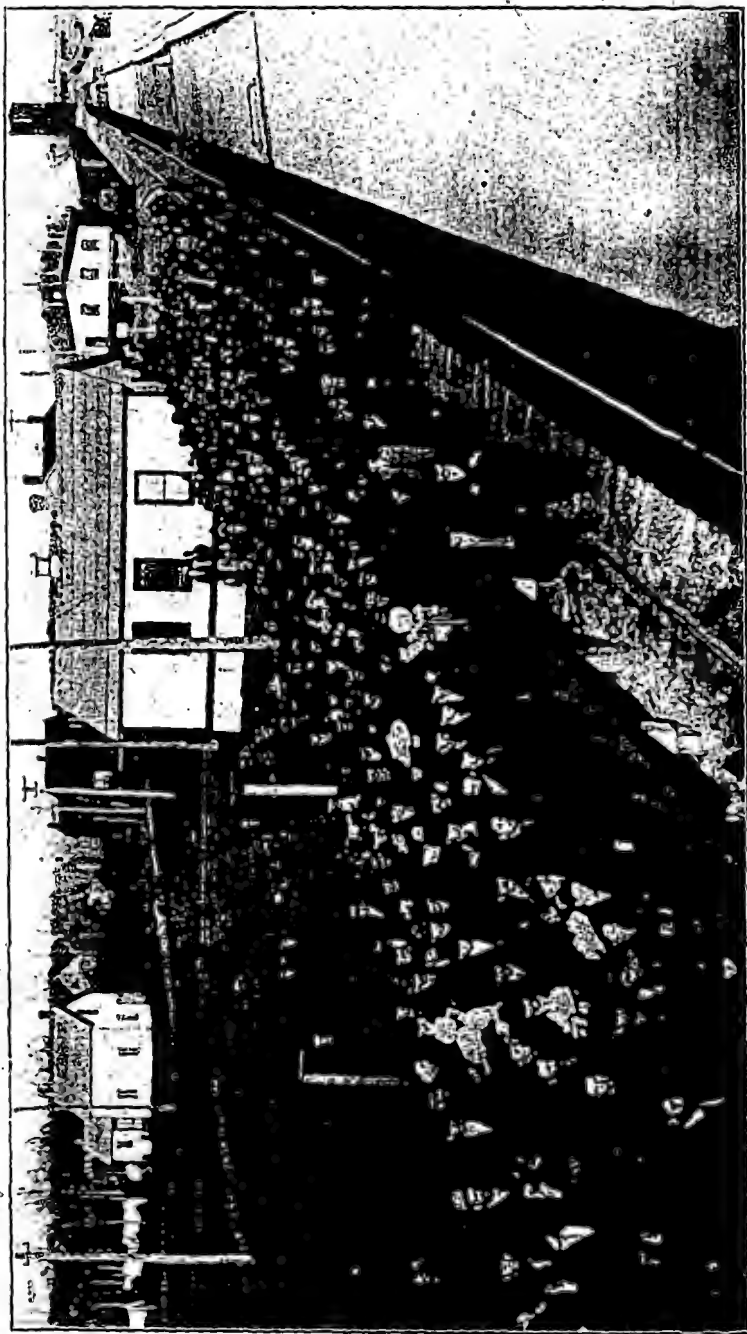
A word will not be out of place, at this point, to comment on the fact that in Prince Albert home life predominates. There is that air of solidity and permanency about the city which gives the newcomer the instant impression that he has arrived at a place which its citizens look upon as home. This is no mushroom city in which to make money and then leave as soon as possible for fresh hunting grounds. The substantial nature of the residences, the pretty grounds, all bespeak a love of home life as well as artistic temperament. A country club and various athletic and sporting organizations give opportunity for exercise and recreation. A choral society, dramatic organizations and literary societies are evidences of an ambition to rise above the mere sordid pursuits of money-making. Prince Albert is, indeed, essentially the city of home life par excellence.



The Ice Engine Hauling Logs to The Mill

Of Manufactures

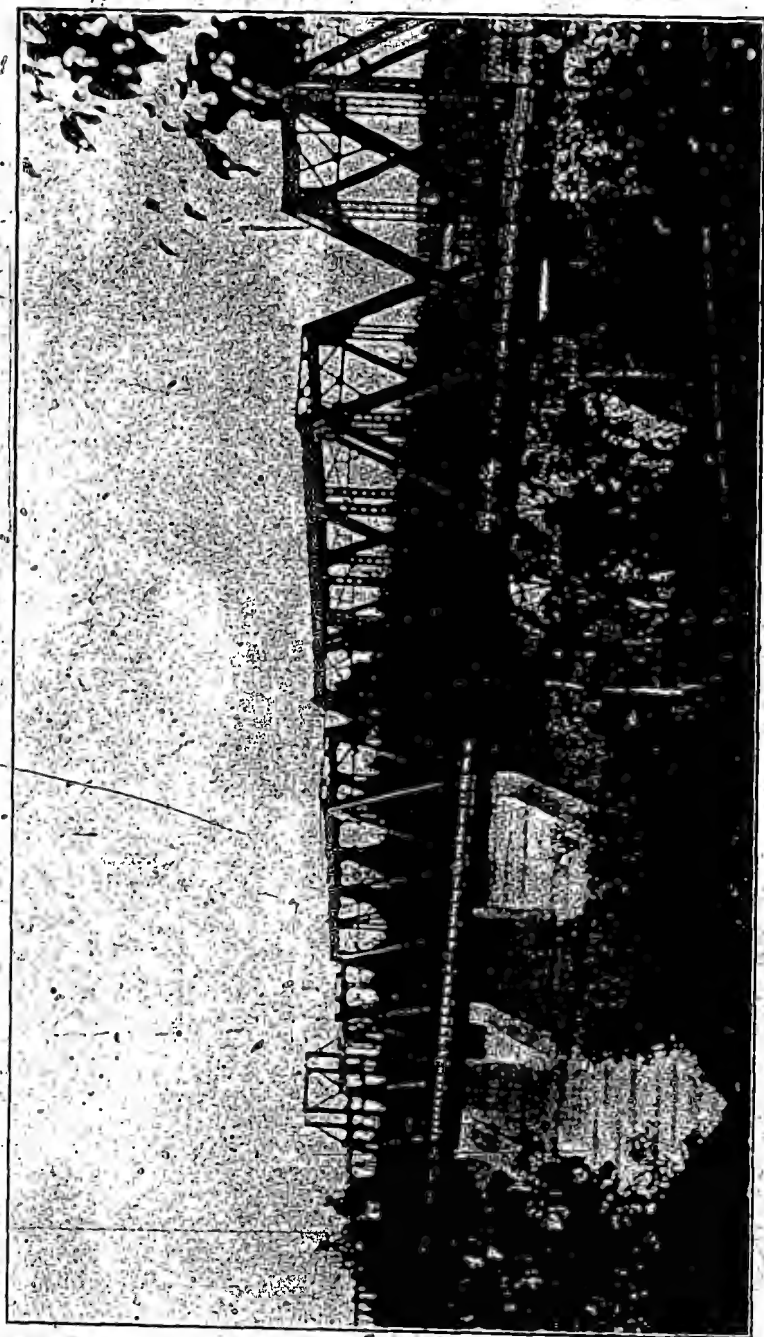
IT IS evident that these natural resources can be put to very material advantage in conjunction with the cheap power and easy transportation facilities. The timber at once suggests many possibilities. At present the mills here do nothing but saw the logs up into boards, no manufacture of any kind being attempted. There is an immediate opening for a Sash and Door factory. Considerable building is going on, even now, in Prince Albert, and the real growth of the city has only just started. The small towns which are growing up in all directions around the city, on every branch of railroad leading into it, are building up in proportion just as rapidly. A Sash and Door factory erected here would supply not only the local demand, but also fill the wants of the surrounding country. It is impossible to say with what rapidity the building up will increase. At present, practically all requirements in this line are imported from outside points, although there is one small local plant, which works almost day and night in an endeavor to supply the demand. A Furniture factory would do very well indeed. At present the demand is supplied from Ontario and Eastern points. In competition with Prince Albert made goods, Eastern products would be almost entirely put out of the market by excessive freight rates. It is true that the timber in this district will not make the very finest quality of furniture, but it is quite suitable for rough articles of every day use, which are really more in demand in a new country than the finer and more finished product. The settler wants his goods substantial, but he wants them cheap. With raw material handy, cheap power and easy transportation facilities, it would appear that he has every reason to get this from a factory at Prince Albert. A Pulp and Paper mill is an undertaking which will be very profitable if located here. The kind of raw material needed for such a plant is precisely the kind of raw material tributary to Prince Albert. As in the case of the furniture, the market is at present supplied from the East, and the same argument regarding freight rates will apply. Raw material can be landed at a mill in Prince Albert at a cost of not over \$3.50 a cord, and very probably as low as \$2.75. As a market for the paper, there would be the whole of Western Canada. With the rapid settlement of the West, the de-



Trainload of Settlers Arriving in Prince Albert

mand for building paper is enormous, and there is an increasing demand for newsprint. Each little community has its own newspaper, and both journal and community are growing in number and size. Wood fibre products come also in the category, and it is worthy of note that there is enough power at La Colle Falls to supply fully the city with what it needs for municipal purposes, and to leave 7,000 h.p. or so for a pulp and paper plant.

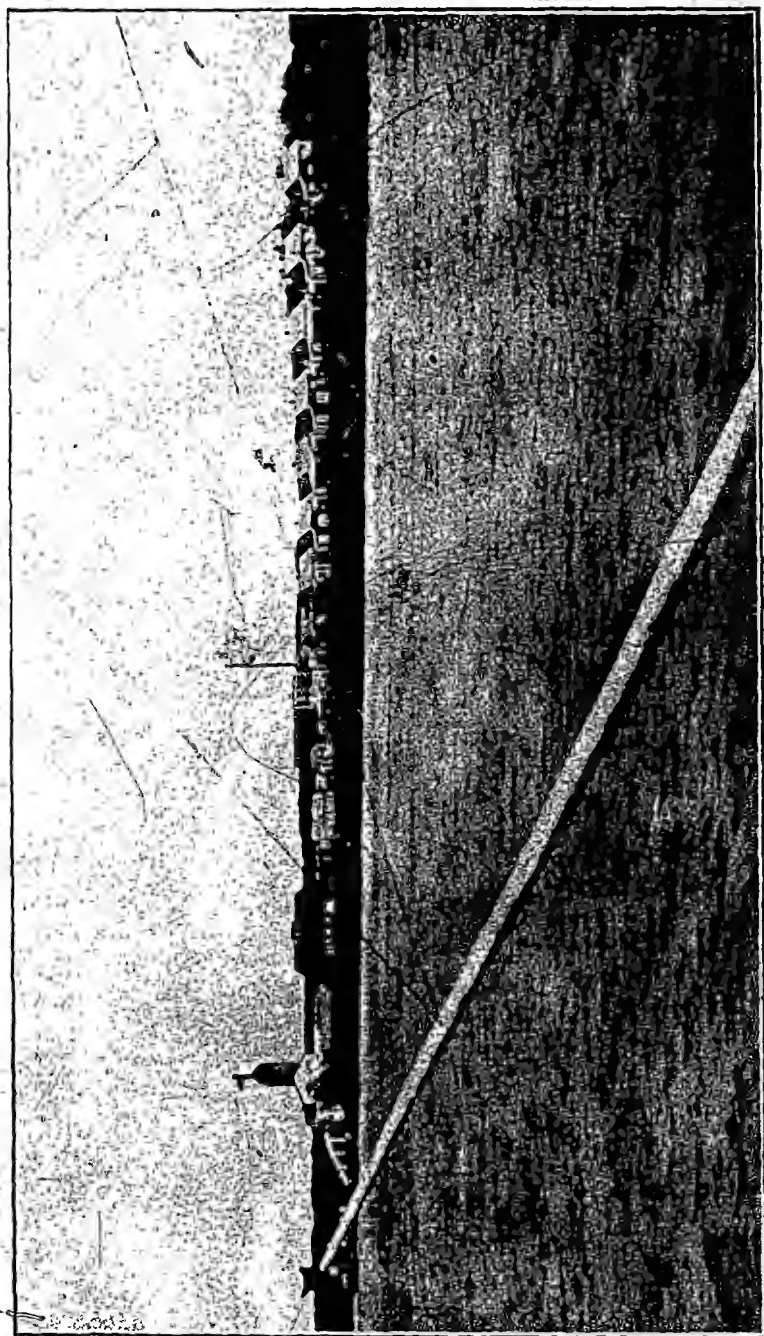
The clay in this district, as has been said, is being put to great advantage by four brickyards. Experts who have seen it, however, declare that it is most suitable for tile and sewer pipe. Here again the market is controlled by Eastern Canada, and in this case, too, with an ever increasing demand, a plant located here must be a very powerful factor. The sand, of which there is an inexhaustible quantity within pistol-shot, is of the right quality to make sand-lime brick, while it is of sufficient purity to make it adapted for glass manufacture. Prince Albert's prize wheat is of the right grade to make prize flour. There are at present three small mills here, grinding about 400 barrels a day. There is no reason why Prince Albert should not be the location of a milling industry grinding ten times that amount daily. Prince Albert, indisputably, raises the best wheat in Western Canada. For two years in succession she has carried off the prize in Red Fife for Northern Saskatchewan at Regina; in 1910, at Brandon, from all Western Canada. Even now one local mill is shipping a large proportion of its product over to Scotland. With three large and increasing wheat growing areas immediately tributary to the city, it is obvious that Prince Albert is very favorably situated in regard to raw material. With the building of the Hudson Bay railroad Prince Albert will be the nearest city to the seaboard. Wheat milled here can be hauled to the ocean with a minimum freight on flour. In fact Prince Albert flour can probably be sold to the British consumer at 50 cents less per barrel than any other Canadian flour. An oatmeal mill is in largely the same position. Northern Saskatchewan has an enviable record for raising magnificent oats. In 1909, within a radius of 40 miles of the city, there was raised not less than three million bushels. With the increasing settlement in this section this figure will increase very rapidly. The oatmeal trade in Saskatchewan is at present practically in the hands of the mills at Winnipeg and Edmonton. There is no reason why Saskatchewan prize oats should not be utilized on the ground in making Saskatchewan prize oatmeal, and Prince Albert is the logical place for such a mill.



Canadian Northern Railway and Traffic Bridge over the Saskatchewan at Prince Albert.

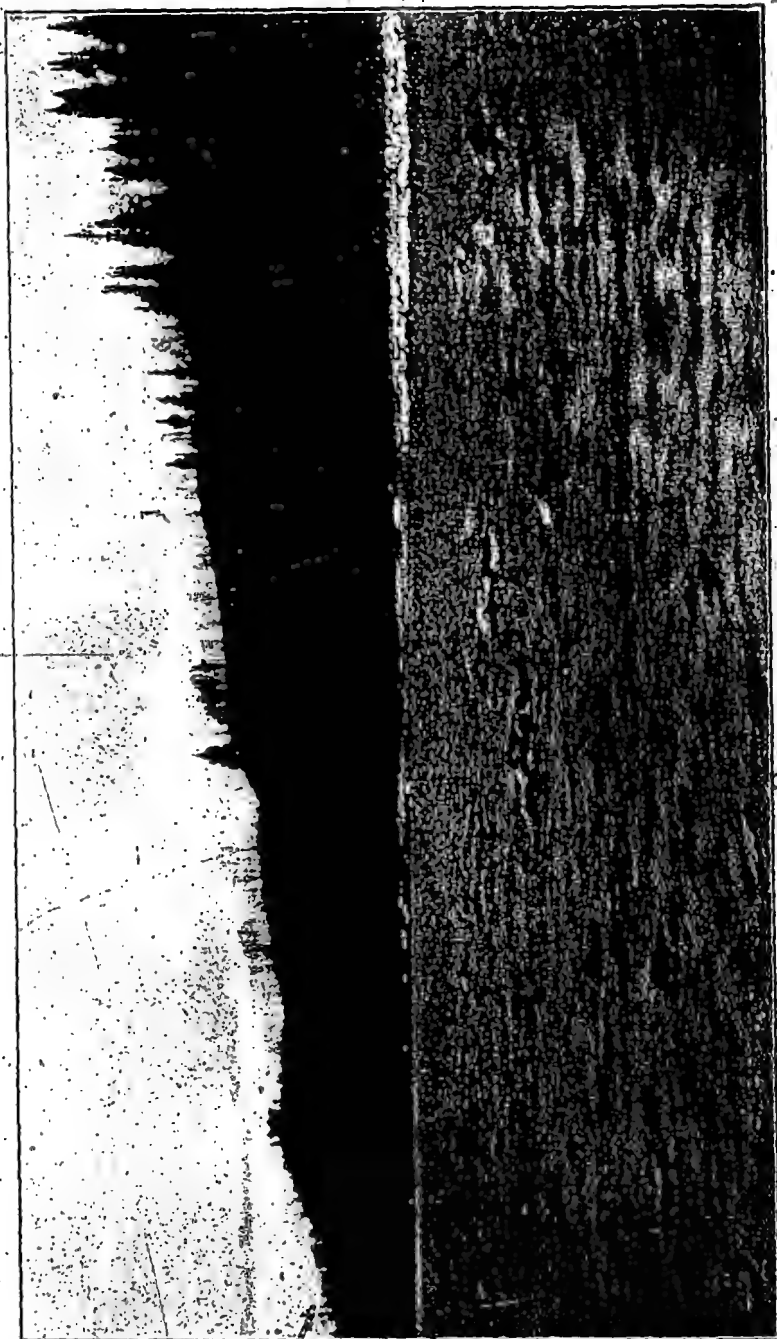
Of Transportation and Hudson Bay

IT WILL be at once remarked, however, that all these natural advantages and all this raw material is of no use without arteries to connect it with the remaining parts of the body of the country. It is, therefore, quite in order to discuss next, briefly, the transportation facilities possessed by Prince Albert and how commodities can be carried from this point in every direction and in connection with every other railroad system operating in the West. There are at present three main lines of the C.N.R. running into the city, namely, the line running through Saskatoon to Regina and so to Winnipeg; the line running through the fertile Carrot River country and the northern portion of Manitoba to the prairie metropolis, and the line running through the prosperous Shellbrook country to North Battleford, branching from which, at the village of Shellbrook, is the line running northwest to the big timber country at Crooked Lake; and which will in time to come be extended through the valley of the Clearwater to Lake Athabasca and the Peace. These lines connect with the whole of the C.N.R. system, and give Prince Albert access to almost every nook and corner in the West. At Warman the south line joins the main line of the Mackenzie & Mann system, and is there brought into direct communication with the whole of north central Saskatchewan and Alberta, while the same road running east opens up an equally fine area of country through Eastern Saskatchewan and Manitoba. These three roads are in actual operation today. Within twelve months; however, it is almost certain that the C.P.R. and the G.T.P. will have their lines in here, the latter certainly and the former with every degree of probability. The plans for both these lines have been filed for some time and they have been approved by the Minister of Railways. A contract has been let for the construction of the G.T.P. branch to the J. D. McArthur Co. It is, therefore, perfectly reasonable to expect that this work will be well under way this summer, if not completed. These two roads will link Prince Albert up with both of the big transcontinental systems of the West. The lines run from here in a due southerly direction, paralleling each other at a distance of some three or four miles. They will open up the fertile country to the east of Rosthern and give Prince Albert through connection with East and West over the G.T.P. main line and the C.P.R. Pheasant Hills-Wetaskiwin branch.



View of the Prince Albert Lumber Co.'s Works, from a Boat on the Saskatchewan

The lines which have been described are those connecting Prince Albert with the country to the south, with the growing centres of Saskatchewan and Alberta where a ready market will be found for Prince Albert made goods. But probably the keynote to Prince Albert's position as a railroad centre lies in the Hudson Bay railroad. For many years now the West has been looking forward to this road. The Bay is distant, as the crow flies, from Prince Albert some 650 miles. From Fort Churchill to Liverpool, by this route, is a distance of 2,925 miles. The distance, therefore, from Prince Albert to Liverpool, via Churchill, by an air line route will be 3,575, or in the neighborhood of 3,600 miles. Under existing conditions the distance from Prince Albert to Liverpool, via Montreal, is 4,725 miles. The saving of haulage, therefore, by the H. B. route is about 1,100 miles. This saving is entirely in railroad freight. The distance by sea from Montreal to Liverpool, by the present shortest route, is 2,760 miles. The distance from Churchill to Liverpool is 2,925, only about 150 miles more than from Montreal. Grain, for instance, shipped from, say Regina, is under present conditions only about 100 miles beyond Fort William when an equal amount of railroad haulage would put it at the seaboard at Churchill. There will, therefore, be by the Hudson Bay route a saving of the entire cost of moving grain from a point about 100 miles east of Fort William to Montreal. Opinions have been freely expressed as to the length of time the Bay is open for navigation, but it is generally agreed that the time is not less than four months, and may very likely, when the route is thoroughly known, be found to be as long as seven or eight. The West has made up its mind that it wants the Hudson Bay railroad, and the government has announced its intention of fulfilling the West's needs. However, since this announcement, the Hudson Bay & Pacific Railway Co., a corporation formed in England and backed by large British capital, has announced its intention of building an air line from Prince Albert to Churchill, and engineers have been on the ground, at this writing, for some weeks. Their survey parties are in the field, with instructions to push their work to a finish in order to enable construction to start if possible this fall, and certainly next spring. It is expected that the company's line will be ready for traffic inside of two years, and a road is going to be built capable of taking care of all traffic that will be offered as soon as it is ready to receive it. This announcement means that Prince Albert is the pivotal point for all Western traffic via this route. It has been shown how much shorter this route is than the existing routes, and it is certain that every ton of freight, either to or from Europe, that

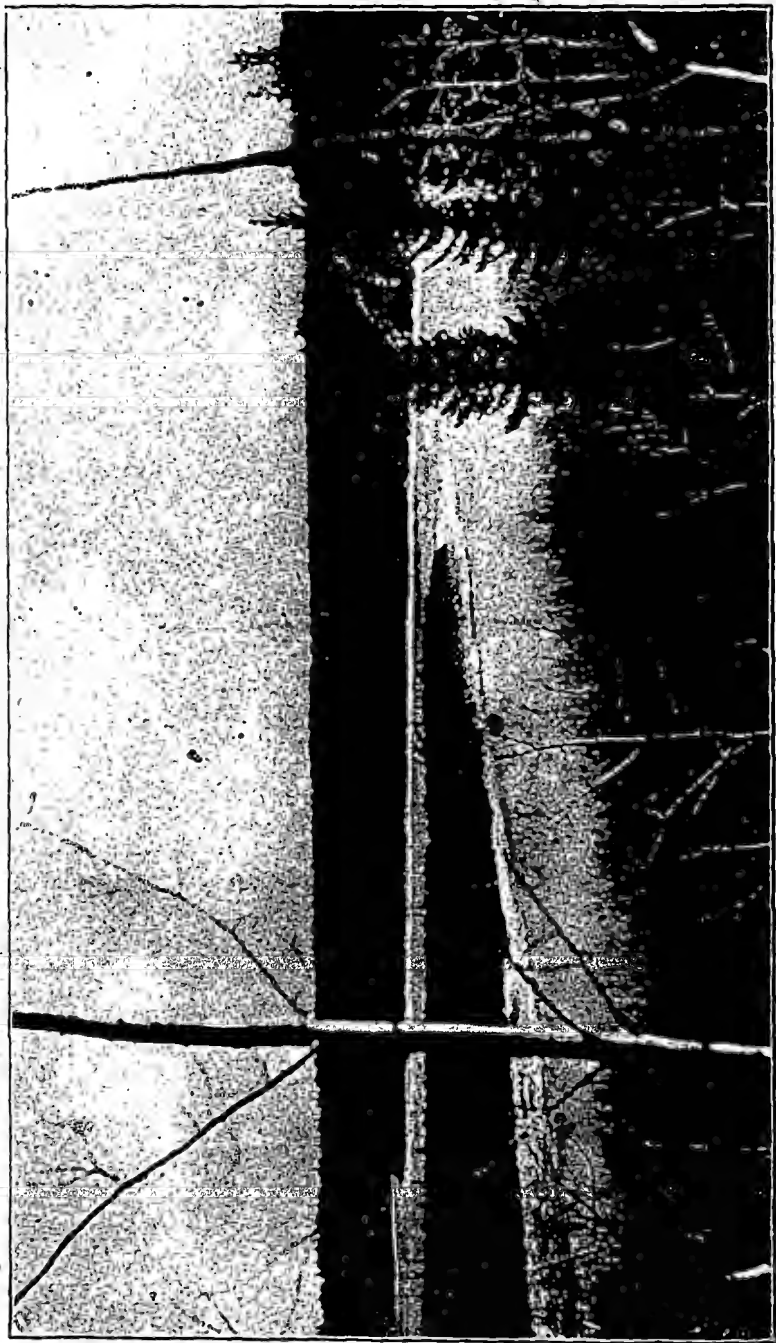


At the Head of La Colle Falls

can be moved this way will certainly come by the Bay, and it will all come via Prince Albert. European merchandise will be moved by the train load to this point, and radiate from here via the lines of C.P., C.N. and G.T.P. to every point of the compass in the West.

It now remains to speak of the great natural artery of transportation which belongs to Prince Albert, namely, that splendid stream, the North Saskatchewan River. From Edmonton right through to Winnipeg it is now possible to navigate fair-sized steamers, capable of carrying passengers and freight. The Dominion government has, however, announced its intention of spending a great deal of money in making the North Saskatchewan a highway of commerce, able to handle all the traffic contiguous to the river. The North Saskatchewan flows through a fine agricultural district, and there is no reason why large quantities of farmers' products should not be water-borne as far as Winnipeg. Already there is a \$50,000 vote this year to improve the river, to conserve its head waters and to remove obstacles in the way of sandbars and rapids. Much more will be spent on this work from year to year, until the Saskatchewan River is carrying as much traffic as the big waterways of the States. Prince Albert, then, is singularly fortunate in the matter of transportation facilities. Were it not for the river and the Hudson Bay railroad, she would yet have very many more lines of railroad than is the lot of the average community in the West. But with three branches of Canadian Northern in operation, the C.P. and G.T.P. and Hudson Bay & Pacific, to say nothing of the four or five more lines for which charters have been granted, which are shown on the map at the end, and added to these the Saskatchewan River, it may indeed be said that Prince Albert is situated second to no city in the West in regard to transportation facilities. It is obvious why this is so; railroads only build where there is traffic offered, or where traffic may be developed. They all recognize Prince Albert's wonderful resources, and they are eager and anxious to be able to obtain their share of the handling of them.





Site of the City Power Plant at La Colle Falls

Of Power

WE HAVE NOW arrived at probably the most important factor in the industrial future of Prince Albert, namely, the fact that within easy access of the city there is a water power which can be developed without any difficulty and at a cost which will enable the city authorities, who propose to undertake this work at once, to sell hydro-electric energy at a figure which is lower than any other point in Western Canada, and lower than a great many points in the East. At the La Colle Falls, twenty-five miles below the city, there is a site admirably adapted for development of hydro-electric energy. C. H. and P. H. Mitchell, the eminent hydro-electric engineers of Toronto, have made exhaustive study of the situation, and have issued to the city council a most comprehensive report, dealing with the project. They say that it is possible to develop ultimately a minimum of 12,500 H.P. at the Rapids, which, allowing for a loss in transmission, means a net minimum of 9,200 H.P. delivered in the city. The cost of this work will be in the neighborhood of one million dollars, and the cost of operation will enable the city to sell the power at a maximum cost of \$27 per H.P. per annum, and provided sufficient power is taken by consumers, very probably at a cost of \$20 per H.P. per annum. It is pertinent in this connection to compare this figure with the prices charged at other points. Port Arthur has recently closed a deal with the Hydro Electric Commission in Ontario, which will enable them to sell power at a minimum of \$22, and the maximum will probably be \$30. In Lindsay, Ont., power sells for \$25. In Sudbury power sells for \$25, and in Cobalt offers have been made by the Miners' Power Co. for power at from \$50 to \$85, and at Niagara Peninsula power in blocks of 100 H.P. or over, sells for \$18 to \$20. Thus it will be seen that Prince Albert is very singularly favored in regard to cheap electrical energy. The report of Mr. C. H. Mitchell has the following to say on power at Prince Albert, after computing that there is at present a market for some 1,000 H.P. in the city:

Furthermore, once a power plant is established, by which a cheap electric power in large quantities may become available for manufacturers, it is always the experience that industries are immediately attracted and will readily establish in the locality. This should be practically true of Prince Albert, situated as it is, in the northern part of the great central plain



Price
Exhibits at
Prince Albert
Summer Fair

of Western Canada, at the edge of the grain-growing country and the southern edge of the timber and mineral producing regions. It is to be expected that various industrial plants will be therefore induced to locate, engaging in such classes of industry as pulp and paper and their subsidiary products, ore smelting and refining, machine shops, foundries and metal works, elevators, flour and cereals, textile products, clay products, etc. All of them not only use power in large quantities, but bring in large numbers of skilled workmen to help build up the industrial community.

"With a market in view of 1,000 H.P., due to the present demand together with that created by the natural growth of the city by the time the plant is built, and with, say, a further definite demand of one or more new industries to take a further 1,000 H.P., it would appear that the city would be justified in undertaking the initial construction of the development outlined herein. Once the plant is built and operating, further customers will rapidly seek a location and power from the city. When it is borne in mind that with coal at say \$3.50 per ton, Eastern cities have found that steam plants under the most favorable modern operating conditions cannot produce electric current in large blocks, say, of 1,000 H.P. ready for use, at less than \$35, it will be apparent what cheap hydro-electric power means. It is probable that no isolated steam plant now operating in Prince Albert is producing mechanical power, on the shaft, or its electrical equivalent, at a cost below \$50.00 per H.P. per year. Under these conditions it is needless to further point out the advantage to the Western manufacturers securing continuous power for such moderate prices."



In Conclusion

PRINCE ALBERT stands to-day on the threshold of a great career. Her progress has been slow, but it has been sure.

Hardly a leading merchant whose wealth does not run well into five figures, and many of them into six. She has achieved this position, practically without effort, with her natural resources practically untouched. There has been little or no attempt made to attract the investor, or the developer; the time is hardly ripe, but the day is coming, when a start must be made. The river has been running to waste and never an effort made to conserve it. The farmer has been growing grain, up here, getting off crop after crop. The lumberman has been felling his trees in increasing quantities each season, but never a second railroad came near, to increase the output, by providing additional means of conveying it to the point where the market was waiting. Yet, to-day Prince Albert is healthy, prosperous and solid. It has arrived at a population of 7,000. It is impossible to forecast what its population will be in another five years. It must be recollected that no effort has been made to direct settlement up here, no steps have been taken to point out to the world the many good things which lie at Prince Albert's door, awaiting only capital to develop them. That capital will come there is not a shadow of a doubt, that the result will be enormous proportionately, is incontrovertible. If there were no other reasons, the one fact alone, of the building of the Hudson Bay road, would insure this. Winnipeg has grown to be a city of 150,000 on the development of the prairie provinces. The wealth of the country pays tribute to the prairie metropolis. Every dollar's worth of merchandise coming into the country, passes through Winnipeg, every bushel of grain going out has done likewise. What Winnipeg has been to Western Canada, Prince Albert must be to Western America. Winnipeg has grown to its present size with a population of a little over one million people in the West. At the present rate of progress, Saskatchewan alone will have that population in about five years, and almost the entire traffic from Saskatchewan and Alberta, British Columbia, and many of the Western States, to Europe, must pass through Prince Albert. It is improbable that there will be more than one railroad connecting the prairie with the Bay, at any rate, for a few years. Train loads of merchandise will come in here, be broken up and distributed to every point of the compass on the prairie. Train load after train load of grain will converge here, and be rushed through to the sea. Prince Albert may well have railroad yards the size of Winnipeg's. But with cheap power, limitless raw material, and its strategic position to the rest of the West, it is an assured fact that Prince Albert must be one of the big cities of Western America.

